

VEHICLE CANISTER ARRANGING STRUCTURE

BACKGROUND OF THE INVENTION

Field of the Invention

[001] The present invention relates to a vehicle canister
5 arranging structure in which a fuel tank, a canister and an
exhaust pipe are arranged under a floor panel constituting a
floor surface of a passenger compartment.

[Description of the Related Art]

[002] A canister arranging structure is known in which a fuel
10 tank is provided under a floor surface of an automobile with
a canister being provided in a corner location of the fuel tank
for example, refer to Japanese Published Patent Application
JP-A-11-62726 (page 3, Fig. 1) (USP 6,105,708).

[003] The related art will be described in detail by referring
15 to Fig. 1 in JP-A-11-62726 (USP 6,105,708).

[004] Fig. 8 is a plan view of the conventional vehicle canister
arranging structure. Note that the reference numerals are
renewed.

[005] A conventional vehicle canister arranging structure 100
20 is such that a fuel tank 102 is provided under a floor panel
constituting a floor surface of a vehicle 101, a recessed
accommodating portion 103 is formed in a front right-hand side
corner location of the fuel tank 102, and a canister 104 is
accommodated in the recessed accommodating portion 103.

[006] 25 Furthermore, an expansion chamber 106 is provided at a

middle of the length of an exhaust pipe 105, and a muffler is provided in the vicinity of a rear end of the exhaust pipe 105.

[007] With the vehicle canister arranging structure 100 described in the JP-A-11-62726(USP 6,105,708), however, the
5 recessed accommodating portion 103 needs to be formed in the front right-hand side corner location of the fuel tank 102 for installing the canister 104.

[008] Thus, the recessed accommodating portion 103 must be formed in the fuel tank 102 and this arranging structure makes
10 the configuration of the fuel tank 102 complicate and makes it difficult to secure a large fuel tank capacity.

SUMMARY OF THE INVENTION

[009] Then, an object of the present invention is to provide
15 a vehicle canister arranging structure which allows an appropriate arrangement of a canister, which can provide a simple fuel tank configuration and which can secure a large fuel tank capacity.

[010] With a view to attaining the object, according to a first
20 aspect of the present invention, a vehicle having a passenger compartment, an engine arranged at a front end thereof, and a fuel tank arranged under a rear seat and the passenger compartment comprising a canister and an exhaust pipe receiving exhaust gas from the engine and outputting the exhaust gas,
25 wherein the canister and the exhaust pipe are positioned in

respective recessed accommodating portions, one of the respective recessed accommodating portions is located between the fuel tank and the engine, and below the passenger compartment.

[011] 5 Here, in the passenger compartment, a space under the driver's seat and a space under the front passenger seat are areas which are usually left as they are. In addition, in particular, with an FF vehicle (a front engine, front drive vehicle), a space situated between the driver's seat and the
10 front passenger seat and in the vicinity of the floor panel is also an area that is usually left as it is.

[012] Then, according to the present invention, a vehicle having a reservoir at a first end thereof, an engine at a second end thereof, and a passenger compartment between the first end and
15 the second end comprising a canister that receives fuel at the reservoir and supplying fuel to the engine, and an exhaust pipe receiving exhaust gas from the engine and outputting the exhaust gas to the second end of the vehicle, wherein the canister and the exhaust pipe are positioned in respective recessed
20 accommodating portions, one of the respective recessed accommodating portions is located between the first end and the second end, and below the passenger compartment.

[013] The recessed accommodating portions are located beneath at least one of the first seat, the second seat, and a space
25 between the first and the second seat. The first seat is a driver's

seat, and the second seat is front passenger's seat.

[014] By this canister arranging structure, the areas which are usually left as they can be utilized effectively so as to form the recessed accommodating portion for accommodating part of the exhaust pipe and the canister. Thus, part of the exhaust pipe and the canister can be accommodated without deteriorating the riding comfort within the passenger compartment.

[015] Furthermore, by accommodating the canister in the recessed accommodating portion, the necessity is obviated of forming the recessed accommodating portion for accommodating the canister in the fuel tank, which is inherent in the related art.

[016] According to a second aspect of the present invention, the expansion chamber is arranged close to the canister by accommodating the expansion chamber and the canister in at least one of said recessed accommodating portions, so that heat from the exhaust gas in the exhaust pipe is transferred to the canister.

[017] Here, an adsorbent (as an example, activated charcoal granules) is housed in the interior of the canister, so that fuel vapor resulting in the fuel tank from evaporation of fuel when the engine is stopped is adsorbed to the activated charcoal granules, and when the engine is operating under a driving condition, the fuel vapor so adsorbed to the activated charcoal granules is released from the charcoal granules for supply to

the engine.

[018] Incidentally, in order to release fuel vapor from
activated charcoal granules with good efficiency, it is
preferable to keep activated charcoal granules at a certain
5 temperature. Then, according to the second aspect of the
present invention, by forming part of the exhaust pipe into
the expansion chamber, the expansion chamber can be arranged
in the vicinity of the canister. Since the outside diameter
of an outer circumference of the expansion chamber is large,
10 a large outer circumferential area can be secured.

[019] Due to this, the heat of exhaust gases flowing through
the exhaust pipe can be dissipated from the outer circumference
of the expansion chamber with good efficiency, and the heat
so dissipated can be conducted to the canister, whereby since
15 activated charcoal granules within the canister can be kept
at a certain temperature, fuel vapor can be released from the
activated charcoal granules with good efficiency when the engine
is operating under a driving condition.

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BRIEF DESCRIPTION OF THE DRAWINGS

[020] Fig. 1 is an explanatory drawing of a vehicle provided
with a vehicle canister arranging structure (a first embodiment)
according to the present invention;

[021]25 Fig. 2 is a sectional view taken along the line 2-2 of

Fig. 1;

[022] Fig. 3 is a plan view of the vehicle provided with the vehicle canister arranging structure (the first embodiment) according to the present invention.

[023]5 Fig. 4A shows the conventional example of the vehicle canister arranging structure;

[024] Fig. 4B shows the first embodiment of vehicle canister arranging structure of the present invention.

[025] Fig. 5 is a sectional view of a vehicle provided with
10 a vehicle canister arranging structure (a second embodiment) according to the present invention.

[026] Fig. 6 is a sectional view of a vehicle provided with a vehicle canister arranging structure (a third embodiment) according to the present invention.

[027]5 Fig. 7 is a sectional view of a vehicle provided with a vehicle canister arranging structure (a fourth embodiment) according to the present invention.

[028] Fig. 8 is a plan view showing a conventional vehicle canister arranging structure.

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DETAILED DESCRIPTION OF THE PREFERRED EMBODIMENTS

[029] Embodiments of the present invention will be described based on the accompanying drawings. Here "front", "rear", "left" and "right" indicated directions as viewed from the driver.

25 Note that the drawings are viewed in a direction in which

reference numerals are oriented.

[030] Fig. 1 is an explanatory drawing of a vehicle having a vehicle canister arranging structure (a first embodiment) according to the present invention.

[031] 5 In the following description, the first end is rear of the vehicle and the second end is front of the vehicle. The reservoir is arranged under the rear seat. The exhaust pipe constitutes an expansion chamber.

[032] A vehicle 10 is such that a front seat 13 including a driver's seat 14 and a front passenger seat 15 (refer to Fig. 2) and a rear seat 16 are provided in a passenger compartment 11 above a floor panel 12 which constitutes a floor surface of the passenger compartment 11, an engine 18 is installed in an engine compartment 17 situated in front of the passenger compartment 11, and a fuel tank 19, a canister 20 and an exhaust pipe 21 are arranged under the floor panel 12. Note that reference numeral 25 denotes a front wheel and reference numeral 26 denoting a rear wheel.

[033] Hereinafter, an arranging structure of the canister 20, i.e., a vehicle canister arranging structure 30 will be described.

[034] In the vehicle canister arranging structure 30, a driver's seat location 31 on the floor panel 12 is expanded toward the passenger compartment 11 so as to be formed into a rectangular shape as viewed from the top to thereby constitute a first

recessed accommodating portion 32, so that the canister 20 is accommodated in this first recessed accommodating portion 32. In addition, a front passenger seat location 34 on the floor panel 12 shown in Fig. 2 is expanded toward the passenger compartment 11 so as to be formed into a rectangular shape as viewed from the top to thereby constitute a second recessed accommodating portion 35, so that an expansion chamber 22 which constitutes part of the exhaust pipe 21 is accommodated in the second recessed accommodating chamber 35.

[035]10 Additionally, on the floor panel 12, a location 37 which corresponds to the rear seat 16 and a portion rearward thereof are expanded toward the passenger compartment 11 so as to form a recessed fuel tank accommodating portion 38, so that the fuel tank 19 is accommodated in this recessed fuel tank accommodating portion 38, and a muffler 23 of the exhaust pipe 21 is also accommodated therein.

[036] Note that the expansion chamber 22 is such as to reduce the level of exhaust noise.

[037] Fig. 2 is a sectional view taken along the line 2-2 of Fig. 1.

[038] Side portions 12a, 12b of the floor panel 12 are welded to side sills 40, 41, respectively, and the driver's seat location 31 on the floor panel 12 is expanded toward the passenger compartment 11 so as to be formed into the rectangular shape to thereby constitute the first recessed accommodating portion

32, and the front passenger seat location 34 on the floor panel 12 is expanded toward the passenger compartment 11 so as to be formed into the rectangular shape to thereby constitute the second recessed accommodating portion 35.

[039] 5 The first recessed accommodating portion 32 is formed into substantially the rectangular recessed portion, as viewed from the top, by inclined sidewalls 43, 43 on both sides, inclined front and rear walls 44, 45 (refer to Fig. 1 with respect to the inclined front wall 44 and the inclined rear wall 45) and
10 a ceiling surface 46.

[040] The second recessed accommodating portion 35 is formed into substantially the rectangular recessed portion, as viewed from the top, by inclined sidewalls 47, 47 on both sides, inclined front and rear walls 48 (an inclined front wall is not shown)
15 and a ceiling surface 49.

[041] The canister 20 and the expansion chamber 22 constituting part of the exhaust pipe 21 are accommodated in the first and second recessed accommodating portions 32, 35, respectively.

[042] Here, in the passenger compartment 11, a space 51 under
20 the driver's seat 14, a space 52 under the front passenger seat 15 and a space 53 in the vicinity of the floor panel 12 between the driver's seat 14 and the front passenger seat 15 are usually left as they are and constitute relatively useless areas.

[043] The first and second recessed accommodating portions 32,
25 35 for accommodating the canister 20 and the expansion chamber

22 are determined to be formed by making effective use of the space 51 under the driver's seat 14, the space 52 under the front passenger seat 15 and the space 53 in the vicinity of the floor panel 12 between the driver's seat 14 and the front passenger seat 15 which are usually left as they are.

[044] Consequently, the canister 20 and the expansion chamber 22 can be accommodated without deteriorating the riding comfort in the passenger compartment 11.

[045] In addition, an adsorbent (as an example, activated charcoal granules) is housed in the interior of the canister 20, so that fuel vapor resulting from evaporation of fuel in the fuel tank 19 (refer to Fig. 1) is adsorbed to the activated charcoal granules when the engine 18 (refer to Fig. 1) is stopped, whereas when the engine 18 is operating under a driving condition, fuel vapor is released from the activated charcoal granules for supply to the engine 18.

[046] The expansion chamber 22 can be arranged relatively close to the canister 20 by accommodating the canister 20 and the expansion chamber 22 in the first and second recessed accommodating portions 32, 35, respectively. Since the outside diameter of an outer circumference 22a of the expansion chamber 22 is large, a large area can be secured on the outer circumference 22a.

[047] Due to this, the heat of exhaust gases flowing through the exhaust pipe 21 can be dissipated from the outer

circumference 22a of the expansion chamber 22 with good efficiency, and the heat so dissipated can be conducted to the canister 20.

[048] Since the activated charcoal granules inside the canister
5 20 can be kept a certain temperature by this construction, fuel vapor can be released from the activated charcoal granules with good efficiency when the engine 18 is operating under a driving condition.

[049] Fig. 3 is a plan view of a vehicle provided with the vehicle
10 canister arranging structure (the first embodiment) according to the present invention.

[050] The recessed fuel tank accommodating portion 38 (refer
to Fig. 1) is formed under the rear seat 16, and the fuel tank 19 and the muffler 23 are accommodated in the recessed fuel
15 tank accommodating portion 38. In addition, the first recessed accommodating portion 32 (refer to Fig. 1) is formed under the driver's seat 14, and the canister 20 is accommodated in the first recessed accommodating portion 32. Furthermore, the
20 second recessed accommodating portion 35 (refer to Fig. 2) is formed under the front passenger seat 15, and the expansion chamber 22 of the exhaust pipe 21 is accommodated in the second recessed accommodating portion 35.

[051] Thus, by arranging the canister 20 under the driver's
seat 14, the necessity is obviated of forming the recessed
25 accommodating portion in the fuel tank 19 for accommodating

the canister 20, which is inherent in the related art.

[052] Due to this, the configuration of the fuel tank 19 can be simplified substantially to the rectangular shape, and a large capacity can be secured for the fuel tank 19.

[053]5 Fig. 4 shows explanatory drawings for comparing the vehicle canister arranging structure (the first embodiment) according to the present invention with the conventional vehicle canister arranging structure, in which Fig. 4A shows the comparison example, whereas Fig. 4B shows the embodiment of
10 the present invention.

[054] In Fig. 4A, since the canister 104 is arranged in the front right-hand side corner location of the fuel tank 102, the recessed accommodating portion 103 needs to be formed in the front right-hand side corner location of the fuel tank 102.

[055]15 Thus, since the recessed accommodating portion 103 needs to be formed in the fuel tank 102, the configuration of the fuel tank 102 becomes complicated, and it becomes difficult to secure a large capacity for the fuel tank 102.

[056] Furthermore, since the canister 104 is arranged in the
20 vicinity of the fuel tank 102, a piping lay of pipeline connecting the canister 104 with the fuel tank 102 becomes complicated.

[057] In Fig. 4B, by arranging the canister 20 under the driver's seat 14, the necessity is obviated of forming the recessed accommodating portion for accommodating the canister 20 in the
25 fuel tank 19, which is inherent in the related art.

[058] Due to this, the configuration of the fuel tank 19 can be simplified substantially to the rectangular shape, and a large capacity can be secured for the fuel tank 19.

[059] Furthermore, since the canister 20 can be spaced
5 relatively far away from the fuel tank 19, a pipeline 55 for connecting the canister 20 with the fuel tank 19 can be laid out substantially straight, whereby the piping layout can be simplified.

[060] Next, second to fourth embodiments will be described based
10 on Figs. 5 to 7. Note that in the second to fourth embodiments, like reference numerals are given to like constituent components to those described in the first embodiment.

[061] Fig. 5 is a sectional view of a vehicle provided with a vehicle canister arranging structure (a second embodiment)
15 according to the present invention.

[062] A vehicle canister arranging structure 60 according to a second embodiment of the present invention is such that a front passenger seat location 34 of a floor panel 12 is expanded toward a passenger compartment 11 so as to be formed
20 substantially into a rectangular shape as viewed from the top to thereby constitute a second recessed accommodating portion 35, so that an expansion chamber 22 constituting part of an exhaust pipe 21 is accommodated in the second recessed accommodating portion 35 so formed, and an intermediate location
25 61 of the floor panel 12 which corresponds to a space between

the driver's seat 14 and the front passenger seat 15 is expanded toward the passenger compartment 11 so as to be formed substantially into a rectangular shape to thereby constitute a third recessed accommodating portion 62, so that a canister 20 is accommodated in the third recessed accommodating portion 62.

[063] Here, in an FF vehicle, since a drive shaft (not shown) for transmitting the rotation of the engine 18 to the rear wheel 26, which are both shown in Fig. 1, a space 53 can be secured at the intermediate location 61 which corresponds to the space between the driver's seat 14 and the front passenger seat 15. Consequently, the canister 20 can be accommodated by making use of the space 53.

[064] According to the vehicle canister arranging structure 60, an advantage similar to that of the first embodiment can be obtained.

[065] Fig. 6 is a sectional view of a vehicle provided with a vehicle canister arranging structure (a third embodiment) according to the present invention.

[066] A vehicle canister arranging structure 70 according to a third embodiment of the present invention is such that, of a floor panel 12, any two locations selected from a driver's seat location 31, a front passenger seat location 34, and an intermediate location 61 which corresponds to a space between the driver's seat 14 and the front passenger seat 15, as an

example thereof, the front passenger seat location 34 and the intermediate location 61 are expanded together toward a passenger compartment 11 so as to constitute a fourth recessed accommodating portion 72, so that a canister 20 and an expansion chamber 22 constituting part of an exhaust pipe 21 are accommodated in the fourth recessed accommodating portion 72.

[067] According to the vehicle canister arranging structure 70 of the third embodiment, an advantage similar to that of the first embodiment can be obtained.

[068]10 Fig. 7 is a sectional view of a vehicle provided with a vehicle canister arranging structure (a fourth embodiment) according to the present invention.

[069] A vehicle canister arranging structure 80 according to a fourth embodiment of the present invention is such that a driver's seat location 31 of a floor panel 12 is expanded toward a passenger compartment 11 so as to constitute a fifth recessed accommodating portion 82, so that a canister 20 and an expansion chamber 22 constituting part of an exhaust pipe 21 are accommodated in the fifth recessed accommodating portion 82.

[070]20 According to the vehicle canister arranging structure 80 of the fourth embodiment, an advantage similar to that of the first embodiment can be obtained.

[071] Note that while, in the first embodiment, the expansion chamber 22 is described as an example of part of the exhaust pipe 21 which is to be accommodated in the recessed accommodating

portion, any other locations of the exhaust pipe can be accommodated therein.

[072] While there has been described in connection with the
5 preferred embodiments of the present invention, it will be obvious to those skilled in the art that various changes and modification may be made therein without departing from the present invention, and it is aimed, therefore, to cover in the appended claim all such changes and modifications as fall within
10 the true spirit and scope of the present invention.

[073] The present invention exhibits the following advantages from the structures described heretofore.

[074] According to the first aspect of the present invention, the floor panel is expanded toward to the passenger compartment
15 on the location under the driver's seat, the location under the front passenger's seat and the location between the driver's seat and the front passenger's seat, or any two locations selected from the locations, so as to make recessed accommodating portions in which accommodate the canister and part of the
20 exhaust pipe.

[075] By this canister arranging structure, the areas which are usually left as they can be utilized effectively so as to form the recessed accommodating portion for accommodating part of the exhaust pipe and the canister. Thus, part of the exhaust
25 pipe and the canister can be accommodated without deteriorating

the riding comfort within the passenger compartment.

[076] Furthermore, by accommodating the canister in the recessed accommodating portion, the necessity is obviated of forming the recessed accommodating portion for accommodating
5 the canister in the fuel tank, which is inherent in the related art. Due to this, the configuration of the fuel tank can be simplified, and a large capacity can be secured for the fuel tank.

[077] According to the second and the third aspect of the present
10 invention, the expansion chamber can be arranged in the vicinity of the canister by forming part of the exhaust pipe into the expansion chamber. Since the outside diameter of the outer circumference of the expansion chamber is large, a large outer circumferential area can be secured.

[078] 5 Due to this, the heat of exhaust gases flowing through the exhaust pipe can be dissipated from the outer circumference of the expansion chamber with good efficiency, and the heat so dissipated can be conducted to the canister.

[079] Since this allows the activated charcoal granules within
20 the canister to be kept at a certain temperature, fuel vapor can be released from the activated charcoal granules with good efficiency when the engine is operating under a driving condition.